What is claimed is:

1. A pneumatic tire having a tread surface having a plurality of main grooves extending straight in a circumferential direction of the tire, land portions extending in the tire circumferential direction being defined by the plurality of main grooves, the land portions each having a ground contact surface comprising a first circular arc having a single curvature radius in tire meridian cross section,

wherein the ground contact surface of at least the land portion which is located second when counted from the outer side of a vehicle when the tire is mounted thereon, is arranged so as to have the first circular arc and at least a second circular arc connected thereto on the vehicle outer side thereof, wherein the circular arc located closer to the vehicle outer side has a smaller curvature radius and is positioned more inwardly away from the tread surface, and wherein the ratio d/D of the depth d, from the tread surface, of an intersection of the circular arc located closest to the vehicle outer side with a vehicle outer sidewall surface of the at least second land portion to the groove depth D of the main groove facing to the vehicle outer sidewall surface is 0.02 to 0.1.

2. A pneumatic tire according to claim 1, wherein the ratio d/W of the depth d to the groove width w of the main groove facing to the vehicle outer sidewall surface is 0.01 to 0.15.

3. A pneumatic tire according to claim 1 or 2, wherein the ground

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contact surface of the at least second land portion consists of the first circular arc and the second circular arc, and wherein the ratio R1/R2 of the curvature radius R1 of the first circular arc to the curvature radius R2 of the second circular arc is 2 to 10.

4. A pneumatic tire according to claim 1 or 2, wherein the ground contact surface of the at least second land portion consists of the first circular arc, the second circular arc and a third circular arc connected to the second circular arc, and wherein the ratio R1/R2 and the ratio of R2/R3 are 2 to 10, respectively, where R1 is the curvature radius of the first circular arc, R2 is the curvature radius of the second circular arc and R3 is the curvature radius of the third circular arc.

5. A pneumatic tire according to any one of claims 1 to 4, wherein the ground contact surface of the at least second land portion has an inner circular arc connected to the first circular arc on the vehicle inner side thereof, the inner circular arc having a curvature radius smaller than that of the first circular arc.

6. A pneumatic tire according to claim 5, wherein the ratio d'/D' of the depth d' of an intersection of the inner circular arc with a vehicle inner sidewall surface of the at least second land portion to the groove depth D' of the main groove facing to the vehicle inner sidewall surface is 0.01 to 0.1.

7. A pneumatic tire according to claim 5 or 6, wherein the ratio R1/R2' of the curvature radius R1 of the first circular arc to

the curvature radius R2' of the inner circular arc is 2 to 10.

8. A pneumatic tire having a tread surface having a plurality of main grooves extending straight in a circumferential direction of the tire, land portions extending in the tire circumferential direction being defined by the plurality of main grooves, the land portions each having a ground contact surface comprising a first circular arc having a single curvature radius in tire meridian cross section,

wherein the ground contact surface of at least the land portion which is located second when counted from the outer side of a vehicle when the tire is mounted thereon, is arranged so as to have the first circular arc and a curved line connected thereto on the vehicle outer side thereof, wherein the curved line is formed so as to extend more inwardly away from the tread surface toward the vehicle outer side, and wherein the ratio d/D of the depth d, from the tread surface, of an intersection of the curved line with a vehicle outer sidewall surface of the at least second land portion to the groove depth D of the main groove facing to the vehicle outer sidewall surface is 0.02 to 0.1.

9. A pneumatic tire according to claim 8, wherein the ratio d/W of the depth d to the groove width w of the main groove facing to the vehicle outer sidewall surface is 0.01 to 0.15.

10. A pneumatic tire according to claim 8 or 9, wherein the ground contact surface of the at least second land portion has an inner

circular arc connected to the first circular arc on the vehicle inner side thereof, the inner circular arc having a curvature radius smaller than that of the first circular arc.

11. A pneumatic tire according to claim 10, wherein the ratio d'/D' of the depth d' of an intersection of the inner circular arc with a vehicle inner sidewall surface of the at least second land portion to the groove depth D' of the main groove facing to the vehicle inner sidewall surface is 0.01 to 0.1.

12. A pneumatic tire according to claim 10 or 11, wherein the ratio R1/R2' of the curvature radius R1 of the first circular arc to the curvature radius R2' of the inner circular arc is 2 to 10.